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SOURCE Polish newspapers as indicated. (Information requested.)

POLISH PORT FACILITIES EXPANDED

FLOATING DOCK FOR USSR -- Rzeczpospolita, No 35, 5 F, 49

The Gdynia shipyards have received an order from the Soviet Minister of Foreign Trade for the rebuilding of two sections of a large floating dock. Sections of the dock have already been hauled to Gdynia.

This is the largest foreign order received by the Polish shipyards.

DREDGING IN POLISH PORTS -- Rzeczpospolita, No 37, 7 Feb 49

In 1948, for the first time since the war, extensive dredging operations were under way in Polish ports. In Szczecin alone, excavation operations exceeded 400,000 cubic meters. Work done in Ustka, Gdynia, Wladyslawowo, and Gdansk brought the total to 660,000 cubic meters.

The work was done by dredgers built in Polish shipyards from materials salvaged from sunken wrecks. An additional 60 large sunken wrecks and a number of smaller ones have been raised.

IMPROVEMENTS IN PORT EQUIPMENT -- Rzeczpospolita, No 41, 11 Feb 49

Much effort is being made to improve loading operations in Gdynia and Gdansk. Additional loading equipment to be imported includes special shoveling apparatus for use in the hold of a ship to keep the ore in one pile instead of becoming scattered while being unloaded. It has been found that the productive capacity of a crane starts with 100 tons per hour and dwindles to 20 tons per hour because of ore becoming scattered over the hold.

The unloading of granular cargo will also be made more efficient by the installation of suction equipment to minimize waste and speed up the process by 300 percent as compared with unloading by cranes. To speed up the unloading of trains 600-ton hoppers will be installed on the docks.

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SZCZECIN CRANE REPAIRS -- Zycie Warszawy, No 20, 21 Jan 49

Two 6-ton cranes on the "Buk" Wharf in Szczecin are being repaired. It is expected that they will be put into operation by February. Another new crane is now being assembled by the Slask Foundries. The completion of these installations will greatly increase coal loadings.

SMALL PORTS RELIEVE PRESSURE ON OTHERS -- Rzeczpospolita, No 34, 4 Feb 49

Toward the end of 1947, when the export of coal was increasing, it became apparent that small ports must be used as auxiliaries in handling the export of coal because the loading equipment in Gdynia, Gdansk, and Szczecin was still inadequate to handle the entire export of coal. The work of clearing the debris and repairing indispensable equipment was begun immediately and in the fall of 1947, Ustka began operations, Darlowo in January 1948, and finally Kolobrzeg in March.

These ports greatly relieved the pressure on Szczecin, which could not have handled the additional operations performed by these small ports even with its present-day equipment. Freight handled by small ports in 1948 was as follows: Ustka, 435,644 tons; Darlowo, 148,950; and Kolobrzeg, 170,266; making a total of 754,860 tons.

The entire volume of freight was coal except for 3,972 tons of crushed slate loaded at Ustka. The coal was exported to the Scandinavian countries, chiefly Sweden and Denmark, and was shipped in steamboats and motor-driven sailboats.

As conditions improve and industrial and agricultural production increases, the small ports will be diverted to other uses, and the coal will be shipped through Szczecin. It is expected that several of the coal-port wharves, now under construction, will be ready by the middle of 1949, and Szczecin will then be able to handle several times as much freight as it does now.

Although the program of the small ports has not as yet been adequately worked out, it is expected that they will not be confined to handling one kind of freight but will service the neighboring areas whose freight will consist largely of agricultural products and bulk freight other than coal. In general, the cargoes will consist of small shipments made to various Baltic ports and carried by small ships.

The port of Swinoujscie will be used as the "Avant Porte" of Szczecin (statistics already treat the two as one). Thanks to ferry communication with Sweden, Swinoujscie already plays an important part in passenger traffic and in the transshipment of package freight. However, in the long-term general plan, Swinoujscie is designated as a base for the unloading of the deep sea fisheries, a repair base for the fishing fleet, and as a base for supplying ships with coal and provisions.

Besides handling coal, the ports of Kolobrzeg, Darlowo, Ustka are designated as centers of fish processing, and agricultural and forest products. It is expected that almost all of the Baltic fisheries will be concentrated here, since fishing bases are already being established.

SHIPS BEING REPAIRED FOR INLAND SHIPPING -- Rzeczpospolita, No 31, 1 Feb 49

At the Warsaw shipyards, which employ 200 workers, repairs are in

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progress on three steamboats, the dredges Smok I and Smok II, and three motorboats. In Plock, two dredges and four ships are being repaired. At the Gizycko shipyards, one dredge, two steamboats, and one motorboat are being renovated. In Pulawy, three ships are in repair.

The Warsaw Regional Office of Waterways is also increasing the number of ships. After the reconversion of four ships into haulers was completed, work was begun, according to plan, on 16 transport vessels of 125-ton capacity.

Of the 50 sailboats, 20 are to be built at Warsaw shipyards and 30 in Plock. A new hauler, to be used on the Mazurian Lakes, will be built at the Gizycko shipyards.

SHIPPING NEWS -- Rzeczpospolita, No 35, 5 Feb 49

In January, 331 ships cleared through the port of Szczecin. This was only slightly less than the record traffic for the port--349 ships --achieved in December 1948, and is three times the traffic of the port in January 1948.

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